

CONFIDENTIAL

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25X1

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JOURN ID: [REDACTED]

SUBJECT: Manchurian Border Exchange

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PLACE
ACQUIREDDATE OF
INFO.

THIS IS UNEVALUATED INFORMATION

1. On 22 September 1950, a group of laborers were taken from Manpojin across the Yalu River to the Manchurian side of the border to clear from the rail-road tracks the wreckage of four freight cars.* The cause of the wreck was not revealed to the laborers. All four overturned cars contained ammunition with USSR markings.
2. The workers observed as they crossed the Yalu bridge that there were six anti-aircraft gun emplacements, with three guns per emplacement, on the Manchurian side of the river. The emplacements were spaced along the river dike about 500 meters apart.
3. The laborers crossed the border on passes issued by the director of the railway repair shop in Manpojin. Each pass covered six workmen and stated that the leader of the repair gang and five other workers were to be permitted to enter Manchuria for the purpose of clearing wreckage.** The passes were examined by North Korean Army guards on the Korean side and by Chinese Communist Army guards on the Manchurian side.

* [REDACTED] Comment. The exact location of the wreck was not stated.

** [REDACTED] Comment. The date of validity of the pass was not stated. Possibly the job required only one day, since no arrangements for billeting in Manchuria were described. Why personnel were brought in from Korea instead of from local labor was not explained.

This document is hereby regraded to
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letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008

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